MYSORE STATE RAILWAYS.

No. 158—*Ry.* 1-10-11, *dated* 28*th September* 1910.

Under Section 31 of the Mysore Railway Regulation, 1894, the Government of His Highness the Maharaja of Mysore sanction the adoption, on the Railways over which the Durbar have jurisdiction, of the modifications and additions to Chapters XII and XIII of the General Rules for working open lines of railway, referred to in the Notification of the Government of India, Railway Department, No. 191, dated the 14th July 1910, published in Part I of the *Gazette of India*.

The modifications and additions as sanctioned above are published for general information :—

By Order,
M. VISVESVARAYA,
Secretary for Railways,
Government of Mysore.

The 14*th July* 1910.

No. 191.—The following is published for general information :—

No. 974-R. T., dated the 6th July 1910.

RESOLUTION—By the Railway Board.

Modifications of rule 161, Chapter XII, and rules 198, 200, 201, 215, 217 and 218, Chapter XIII, and the addition of rule 201-A to Chapter XIII, Part I, of the General Rules of 1906, for working open lines of railway.

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Department of Commerce and Industry, Notification No. 801, dated the 24th March 1905.

Railway Board's Notification No. 183, dated the 8th September 1906, and Railway Board's Circular No. R. T. $\frac{89\text{-A.}}{5}$, dated the 8th September 1906.

Railway Board's Notification No. 20, dated the 30th January 1907, and Railway Board's Resolution No. R. T. $\frac{121\text{-A.}}{5}$ dated the 29th January 1907.

Railway Board's Notification No. 97, dated the 24th April 1907, and Railway Board's Resolution No. 35-R. T., dated the 17th April 1907.

Railway Board's Notification No. 102, dated the 1st May 1907, and Railway Board's Resolution No. 76-R. T., dated the 22nd April 1907.

Railway Board's Notification No. 105, dated the 9th May 1907, and Railway Board's Resolution No. 148-R. T., dated the 3rd May 1907.

Railway Board's Notification No. 135, dated the 6th June 1907, and Railway Board's Resolution No. 330-R. T., dated the 30th May 1907.

Railway Board's Notification No. 136, dated the 7th June 1907, and Railway Board's Resolution No. 296-R. T., dated the 27th May 1907.

Railway Board's Notification No. 141, dated the 11th June 1907, and Railway Board's Resolution No. 346-R. T., dated the 1st June 1907.

Railway Board's Notification No. 150, dated the 18th June 1907, and Railway Board's Resolution No. 383-R. T., dated the 10th June 1907.

Railway Board's Notification No. 172, dated the 15th July 1907, and Railway Board's Resolution No. 585-R. T., dated the 9th July 1907.

Railway Board's Notification No. 239, dated the 27th September 1907 and Railway Board's Resolution No. 1070-R. T., dated the 26th September 1907.

Railway Board's Notification No. 311, dated the 23rd November 1907, and Railway Board's Resolution No. 1379-R. T., dated the 18th November 1907.

Railway Board's Notification No. 11, dated the 17th January 1908, and Railway Board's Circular No. 100-R. T., dated the 16th January 1908.

Railway Board's Notification No. 157, dated the 27th May 1908, and Railway Board's Resolution No. 903-R. T., dated the 22nd May 1908.

Railway Board's Notification No. 40, dated the 14th February 1908, and Railway Board's Resolution No. 277-R. T., dated the 8th February 1908.

Railway Board's Notification No. 47, dated the 21st February 1908, and Railway Board's Resolution No. 315-R. T., dated the 14th February 1908.

Railway Board's Notification No. 55, dated the 21st February 1908, and Railway Board's Resolution No. 364-R. T., dated the 18th February 1908.

Railway Board's Notification No. 54, dated the 21st February 1908, and Railway Board's Resolution No. 365-R. T., dated the 18th February 1908.

Railway Board's Notification No 62, dated the 28th February 1908, and Railway Board's Resolution No. 414-R. T., dated the 22nd February 1908.

Railway Board's Notification No. 63, dated the 28th February 1908, and Railway Board's Resolution No. 433-R. T., dated the 26th February 1908.

Railway Board's Notification No. 69, dated the 5th March 1908, and Railway Board's Resolution No. 452-R. T., dated the 28th February 1908.

Railway Board's Notification No. 70, dated the 5th March 1908, and Railway Board's Resolution No. 459-R. T., dated the 2nd March 1908.

Railway Board's Notification No. 108, dated the 16th April 1908. and Railway Board's Resolution No. 638-R. T., dated the 9th April 1908.

Railway Board's Notification No. 152, dated the 22nd May 1908, and Railway Board's Resolution No. 875-R. T., dated the 18th May 1908.

Read also—

Railway Board's letter No. R. T. $\frac{24\text{-K.}}{11}$, dated the 31st July 1906, to the President Indian Railway Conference Association.

Railway Board's letter No. 220-R. T., dated the 29th January 1908, to the Secretary, Indian Railway Conference Association.

Letter No. 765, dated the 18th May 1908, from the Secretary, Indian Railway Conference Association.

Railway Board's letter No. 987-R. T., dated the 30th May 1908, to the Secretary, Indian Railway Conference Association.

Letter No. 4613, dated the 8th October 1909, from the Secretary, Indian Railway Conference Association.

Letter No. 11784, dated the 29th December 1909, from the Agent, Bengal and North-Western Railway.

Railway Board's letter No. 343-R. T., dated the 7th March 1910, to the Secretary, Indian Railway Conference Association.

Letter No. R. C. 13-1024, dated the 18th March 1910, from the Manager and Engineer-in-Chief, Bengal-Dooars Railway.

Letter No. 730, dated the 14th May 1910, from the Secretary, Indian Railway Conference Association.

Railway Board's letter No. 800-R. T., dated the 3rd June 1910, to the Secretary, Indian Railway Conference Association.

Letter No. 841, dated the 7th June 1910, from the Secretary, Indian Railway Conference Association.

Letter No. 866, dated the 13th June 1910, from the Secretary, Indian Railway Conference Association.

Resolution.—The Railway Board having sanctioned in their letter No. 987-R. T., dated the 30th May 1907, read in the preamble above, the introduction on Indian Railways of a standard set of forms for Line Clears and Caution Orders, the revision of certain of the rules in Chapters XII and XIII of Part I of the General Rules of 1906 for working open lines of Railway has become necessary.

2. In exercise, therefore, of the powers conferred by the notification of the Government of India in the Department of Commerce and Industy, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board sanction, under section 47; sub-sections (1) and (4), of the Indian Railways Act, 1890 (IX of 1890), as in force in British India or as locally applied, the adoption, by the administrations of all lines of railway administered by the Government, of the modifications and the addition specified in the annexure hereto in the General Rules for working open lines of railway, which were promulgated with Railway

Board's Circular No. R. T. $\frac{89\text{-A.}}{5}$, dated the 8th September 1906, and as modified by the Railway Board's Circular No. 100-R. T., dated the 16th January 1908.

3. The administrations of the several railways, not administered by Government, noted on the margin,* having applied for the adoption of the modifications and the addition, cited in paragraph 2 above, to the General Rules of 1906 for working open lines of railway as modified by the Railway Board's Circular No. 100-R. T., dated the 16th January 1908, which rules and modifications were sanctioned for adoption on the Assam Bengal Railway, the Bengal and North-Western Railway, the Bezwada Extension Railway, and on such portions of each of the marginally † noted railways as are situate in British territory, respectively, in the following Railway Board's Resolutions :—

* (1) Assam-Bengal Railway.
(2) Bengal-Dooars Railway.
(3) Bengal-Nagpur Railway.
(4) Bengal and North-Western Railway.
(5) Bhavnagar-Gondal-Junagad-Porbandar Railway.
(6) Bombay, Baroda and Central India Railway.
(7) East Indian Railway.
(8) Great Indian Peninsula Railway.
(9) His Highness the Nizam's Guaranteed State Railways.
(10) Madras and Southern Mahratta Railway.
(11) South Indian Railway.

† Bengal-Dooars Railway.
Bengal-Nagpur Railway.
Bhavnagar-Gondal-Junagad-Porbandar Railway.
Bombay, Baroda and Central India Railway.
East Indian Railway.
Great Indian Peninsula Railway.
Hyderabad-Godavari Valley Railway.
Madras and Southern Mahratta Railway.
South Indian Railway.

Nos. 76 and 277-R. T., dated, respectively, the 22nd April 1907 and 8th February 1908;

Nos. 1379 and 433-R. T., dated, respectively, the 18th November 1907 and 26th February 1908;

Nos. 296 and 452-R. T., dated, respectively, the 27th May 1907 and 28th February 1908;

Nos. 1070 and 638-R. T., dated, respectively, the 26th September 1907 and 9th April 1908;

Nos. 585 and 364-R. T., dated, respectively, the 9th July 1907 and 18th February 1908;

Nos. 148 and 365-R. T., dated, respectively, the 3rd May 1907 and 18th February 1908;

Nos. 383 and 459-R. T., dated, respectively, the 10th June 1907 and 2nd March 1908;

Nos. 35 and 414-R. T., dated, respectively, the 17th April 1907 and 22nd February 1908;

Nos. R. T. $\frac{121\text{-A.}}{5}$ and 875-R. T., dated, respectively, the 29th January 1907 and 18th May 1908;

Nos. 296 and 452-R. T., dated, respectively, the 27th May 1907 and 28th February 1908;

Nos. 330, 346 and 315-R. T., dated, respectively, the 30th May 1907, 1st June 1907 and 14th February 1908;

No. 903-R. T., dated 22nd May 1908;

read above, the Railway Board, in exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, also sanction, under section 47, sub-sections (1) and (4), of the Indian Railways Act, 1890 (IX of 1890), the adoption of the modifications and the addition cited in paragraph 2 above, on the Assam-Bengal Railway, the Bengal and North-Western Railway, the Bezwada Extension Railway, and on such portions of each of the railways noted on the margin as are situate in British territory.

-Dooars Railway.
-Nagpur Railway.
nagar-Gondal-Junagad-Porbandar Railway.
mbay, Baroda and Central India Railway.
East Indian Railway.
Great Indian Peninsula Railway.
Hyderabad Godavari Valley Railway.
Madras and Southern Mahratta Railway.
South Indian Railway.

4. The Railway Board also desire that the administrations of the several railways not administered by Government, which have not applied, will submit formal applications for the adoption of the said modifications and addition on their respective lines.

O

ORDER.—Ordered that this Circular, with the accompanying modifications and amendments, be published under a notification in Part I of the *Gazette of India*, as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy of the amended General Rules be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this circular and of its enclosure be communicated to the Local Governments and Administrations and to the officers noted on the margin, for information and necessary action, and to the Senior Government Inspectors of Railways, Circles Nos. 1 to 7, and the Secretary, Indian Railway Conference Association, for information.

The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.
The Government of Bengal, Marine Department.
The Secretary to the Honourable the Agent to the Governor-General for Rajputana, Public Works Department.
The Agents, Assam-Bengal, Barsi Light, Bengal and North-Western, Bengal-Nagpur, Bombay-Baroda and Central India, Burma, East Indian, Great Indian Peninsula, Madras and Southern Mahratta, Rohilkund and Kumaon, and South Indian Railway Companies.
The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (through the Honourable the Resident at Hyderabad).
The Managers and Engineers-in-Chief, Bengal-Dooars, and Bhavnagar-Gondal-Junagad-Porbandar Railways.
The Manager and Executive Engineer, Morvi Railway.
The Chief Engineer, Cutch State Railway.
The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal (State) Railways.

F. A. HADOW,
Offg. Secretary, Railway Board.

[Enclosure to Government of India, Railway Department (Railway Board) Circular No. 974-R. T., dated the 6th July 1910.]

Modifications of rule 161, Chapter XII, and rules 198, 200, 201, 215, 217 and 218. Chapter XIII, and the addition of rule 201-A to Chapter XIII, Part I, of the General Rules for working open lines of railway, promulgated with Railway Board's Circular No. R. T. $\frac{89\text{-A}}{5}$, dated the 8th September 1906.

Rule 161, Chapter XII.—*For this rule and the Note thereto substitute the following rule*:—

161. (1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the mileages between which such precautions are necessary, the reasons for taking such precautions and the speed at which the train should travel, shall be handed to the Engine Driver at the stopping station immediately short of the place where special precautions are needed, or at such stations as may be prescribed by the authorised officer.

(2) Clause (1) of this rule does not apply in the case of long continued repairs, when fixed signals are provided at an adequate distanc short of such place and have been notified the Traffic Department to the running st concerned.

Rule 198, Chapter XIII.—*For this rule s stitute the following rule*: -

198. The Engine Driver shall not take train from a station unless he has in his posse sion, as his authority to proceed, either—

(*a*) a token for the section taken from an electrical instrument, or

(*b*) a Line Clear ticket duly signed by the Station Master, or

(*c*) a document prescribed in this behalf by special instructions.

Rule 200, Chapter XIII.—*Cancel sub-rule (4) of this rule, and also the Note.*

Rule 201, Chapter XIII.—For this rule and note, substitute the following rule :—

201. (1) When the authority to proceed is a line clear ticket, it shall, except under special instructions, be in the following form :—

Pro. No._____

_____Railway.

$\frac{\text{Up}}{\text{Down}}$ Line Clear

No. of train_____

Date_____191 .

Time_____ H._____M.

From

Station Master _____

To

Driver of No._____ $\frac{\text{Up}}{\text{Down}}$

The line is clear and you are hereby authorised to proceed to_____

_____

Private No._____*

Station Master.

*This entry may be omitted or modified to suit the requirements of those administrations which do not use a 'private number' or which use a 'private code' instead.

(2) Each such ticket shall bear a serial number which shall be recorded in the Train Register Book, the numbers for the down direction being clearly distinguished from those for the up direction.

Chapter XIII.—*After rule 201, add the following rule as rule No. 201-A :*—

Caution Order.

201-A. (1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a Caution Order detailing the mileages between which such precautions are necessary, the reasons for taking such special precautions, and the speed at which the train should travel shall, in addition to the token mentioned in rule 198 (*a*), or the Line Clear ticket mentioned in rule 198 (*b*), be handed to the Engine Driver at the stopping station immediately short of the place where special precautions are needed or at such station as may be prescribed by the authorised officer.

(2) Clause (1) of this rule does not apply in the case of long continued repairs when fixed signals are provided at an adequate distance short of such place and have been notified by the Traffic Department to the running staff concerned.

Rule 215, Chapter XIII.—*From the third and fourth lines of this rule, omit the words* or Line Clear and Caution ticket.

Rule 217, Chapter XIII.—*For this rule substitute the following rule :*—

217. Except under special instructions, the Line Clear ticket referred to in rule 215 shall

be in one or other of the following forms, and each ticket shall bear a serial number :—

FORM No. 1.

Pro. No. _____

_____Railway.

$\frac{\text{Up}}{\text{Down}}$ Line Clear.

No. of train_____

Date_____191 .

Time_____H._____M.

From

Station Master_____

To

Driver of No._____ $\frac{\text{Up}}{\text{Down}}$

The line is clear and you are hereby authorised to proceed to_____

Private No._____*

Station Master.

* This entry may be omitted or modified to suit the requirements of those administrations which do not use a 'Private number' or which use a 'private code' instead.

FORM No. 2.

Pro. No. _____

_____Railway.

$\frac{\text{Up}}{\text{Down}}$ Line Clear.

No. of train_____

Date_____191 .

Time_____H._____M.

On arrival of No._____

$\frac{\text{Up}}{\text{Down}}$ the line will be clear to_____

No. $\frac{\text{Up}}{\text{Down}}$ arrived complete at_____ hours.

From

Station Master_____,

To

Driver of No._____ $\frac{\text{Up}}{\text{Down}}$

The line is clear and you are hereby authorised to proceed to_____

Private No._____*

Station Master.

* This entry may be omitted or modified to suit the requirements of those administrations which do not use a 'private number' or which use a 'private code' instead.

Rule 218, Chapter XIII.—*For this rule and the Note thereto, substitute the following rule:—*

218. (1) Whenever, in consequence of the line being under repair or for any other reason, special precautions are necessary, a caution order detailing the mileages between which such precautions are necessary, the reasons for taking such special precaution, and the speed at which the train should travel shall, in addition to the line clear ticket mentioned in rule 215, be handed to the Engine Driver at the stopping station immediately short of the place where special precautions are needed or at such stations as may be prescribed by the authorised officer.

(2) Clause (1) of this rule does not apply in the case of long continued repairs where fixed signals are provided at an adequate distance short of such place and have been notified by the Traffic Department to the running staff concerned.